

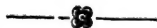
REPORT
OF THE
PROVISIONAL COMMITTEE,
OF THE
ATLANTIC & ST. LAWRENCE
RAILROAD,

APPOINTED 2ND OCTOBER, 1845,

AT HALIFAX.

SHEWING THAT THE LINE SUGGESTED FROM HALIFAX, VIA
TRURO AND CUMBERLAND, IS BEST ADAPTED
FOR CONNECTING THE PROVINCES OF
BRITISH NORTH AMERICA.

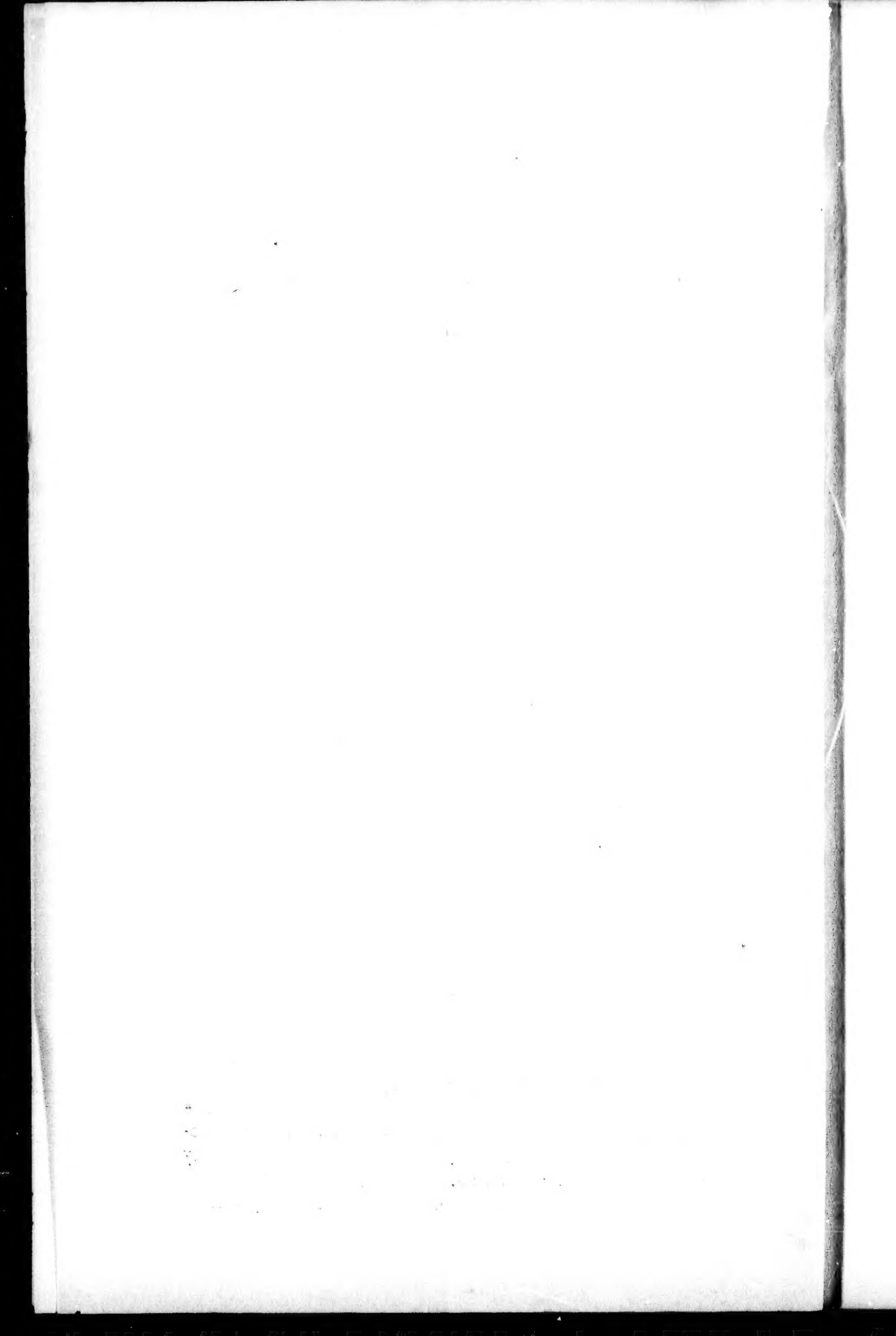
WITH A MAP.



HALIFAX, NOVA SCOTIA.

PRINTED BY GOSSIP & COADE,

1845.



ATLANTIC & ST. LAWRENCE RAILROAD.

PUBLIC MEETING AT MASON HALL.

Thursday, October 2, 1845.

PURSUANT to Requisition to the High Sheriff, a Public Meeting of the Inhabitants of Halifax was held at Mason Hall, this day, at 12 o'clock at noon, to consider the subject of a projected Railway from the Atlantic to the St. Lawrence.

On motion of the Hon. H. H. COGSWELL, *Resolved unanimously*, That J. J. SAWYER, Esq., High Sheriff, do take the Chair.

Mr. W. GOSSIP was requested to act as Secretary to the Meeting.

At the suggestion of JAS. B. UNIACKE, Esq. the Honble. the ATTORNEY GENERAL communicated to the Meeting information received by His Excellency the Lieutenant Governor on the subject of the proposed enterprize.

JAS. B. UNIACKE, Esq. addressed the Meeting in favor of the undertaking, recapitulating its advantages, national and commercial, individual and pecuniary, and concluded an eloquent speech on these topics by moving the following Resolutions, seconded by the Honble. SAMUEL CUNARD.

1st. *Resolved*, That the Meeting regard the project of a Railway from Halifax to the St. Lawrence with warm approbation, as being well calculated to promote the prosperity of British North America, and will co-operate with the Company formed for that purpose, and with the Legislative

Bodies of this and the adjoining Provinces in every possible way, in order to promote so beneficial an enterprize, and to carry it into successful operation.

2nd. *Resolved*,—That a Committee be appointed to obtain information, to correspond with the Directors of said Company and others interested, and to adopt the most efficient means for ensuring success to the undertaking. And further—that His Excellency be respectfully requested to bring the subject, so far as relates to this Province, under the favorable consideration of Her Majesty's Government.

W. YOUNG, Esq. addressed the Meeting in an eloquent speech in favour of the Resolutions, and submitted a Letter received from G. R. Young, Esq. by the last Packet from England, strongly recommending the enterprise.

The Secretary read the Resolutions, which were passed unanimously.

On motion of J. B. UNIACKE, Esq., *Resolved unanimously*, That the following Gentlemen be appointed a Committee to carry into effect the purpose of the Resolutions, viz :

Honble. H. H. COGSWELL ; Honble. SAMUEL CUNARD ; Honble. M. B. ALMON ; Honble. M. TOBIN ; the Honble. the Speaker, (W. YOUNG, Esq.) ; J. F. GRAY, Esq. ; W. A. BLACK, Esq. ; and W. PRYOR, Jr. Esq.

Resolved unanimously,—That J. B. UNIACKE, Esq. be added to the Committee.

On motion the High Sheriff left the Chair, and JAMES B. UNIACKE, Esq. was called thereto.

Moved by the Honble. SAMUEL CUNARD, and *Resolved unanimously*,—That the thanks of the Meeting are due to the High Sheriff for the able manner in which he has discharged the duties of the Chair.

The thanks of the Meeting were also voted to the Secretary, and the Meeting adjourned.

W. GOSSIP, *Secretary*.

HALIFAX AND QUEBEC RAILWAY.

*Minutes of a Public Meeting held at Masons' Hall,
Halifax, November 8, 1845.*

It was held that this Meeting had been called pursuant to adjournment of the previous Public Meeting on Thursday, 2nd October ult., to give an opportunity to the Provisional Committee thereat appointed, to communicate information of their proceedings; and that further measures might be adopted to promote the undertaking.

On motion of Honble. H. H. COGSWELL, seconded by Honble. SAMUEL CUNARD, J. J. SAWYER, Esq., High Sheriff, Chairman of the previous Meeting, and Mr. WM. GOSSIP, Secretary to the previous Meeting, were appointed Chairman and Secretary, respectively, of the present Meeting.

Honble. H. H. COGSWELL, Chairman of the Provisional Committee appointed at the previous Meeting, shortly stated to the Meeting the proceedings of that Committee since its formation, in effect as follows: That JAS. B. UNIACKE, Esq. had been appointed Secretary to the Committee, and had conducted their correspondence. That the proceedings of the former Meeting had been communicated to the Colonial Secretary, through the proper channel. That Letters had been addressed to the Governor General, and the Lieut. Governor of New Brunswick, and replies received. That the Committee had also prepared a Map, which had been sent to Boston to be lithographed, and that 500 copies of these had been ordered to be printed. That the letters received from various quarters were highly gratifying. That a Report had been drawn up and would be submitted to the Meeting. And he concluded by intimating that Mr. UNIACKE would read the Correspondence and the Report.

JAS. B. UNIACKE, Esq., Secretary to the Provisional Committee, referred to the proceedings of the Committee, and read several Documents. (*See Appendix.*)—also, the Report, as follows:—

REPORT.

IN order to gratify in some measure the desire of the public, and to arouse yet more and more, the awakened attention of the inhabitants of the Provinces generally, to the highly important work in which they are engaged, the Provisional Committee of the Halifax and Quebec Railway, at Halifax, are induced to submit a Map of the proposed line, enlarged from the Map lately published in London; together with such information on the subject, generally, as they have been thus far enabled to collect.

It will be manifest to every one, that for the Committee to attempt to enter into minute detail on one or other of the many points that the vast subject embraces, at this early stage of the proceedings, would be absurd;—their endeavour, at present, is merely to give their general views; so as to engage the sympathy and earnest aid of all, to help forward this magnificent project; for it is abundantly evident from all the Committee have been enabled to learn, that neither the British capitalist, nor the Parent Government are disposed to proceed one step in the actual work, without the combined and energetic efforts of the Colonists, evidenced in such a manner, as will leave no doubt of their sympathy and eager co-operation, to the full extent of their united and individual capability. With these few preliminary remarks, the Committee propose, briefly, to review the project of the Halifax and Quebec Railway,—and first, as a National benefit.

It is well known that the Parent Government have long desired the means of a safe and quick conveyance through their North American Provinces; and with this view, earnest solicitation to the Provincial Legislature has, from time to time, been made for its co-operation. At length the establishment of a proper Military Road, was resolved upon by the Government, and the necessary Surveys have been made. The Halifax and Quebec Railway will accomplish in the most efficient manner, this desired object. Passing, as it will be perceived it does, on reference to the proposed line on the map, through the heart of the Lower Provinces, it offers the most expeditious conveyance possible for troops—munitions of war and the mails, in perfect security from the danger of interruption and surprise incident to the transport near an enemy's border; and not only in this light may it be regarded as of National importance, for it will, also, afford the means of immediately establishing an Electric Telegraph, by which the orders conveyed from London to Halifax in ten days, may

in less than as many minutes, be forwarded to the Seat of Government in Canada, St. John's, Fredericton, and the Military Post at the Grand Falls.

The vast benefit of the Railway Company to the Government, can, perhaps, be best understood, when it is considered what the actual situation of Canada was in 1812, at the commencement of the American war, when, from the want of internal roads and facilities for the conveyance of troops, materials and mails, the country was at the point of being overrun by the enemy; and again in 1837-38, at the revolutionary outbreak, when only at immense sacrifice of money, great risk of surprise, and much suffering and privation by the troops, was the necessary assistance furnished in time to save the country.

Already has the assurance of the Colonial Secretary been given to the London Provisional Committee, that the project will, at the proper time, receive the most favourable consideration of the Government. The Committee have therefore, the best ground for believing that the pecuniary aid of Government will go far to swell the amount of anticipated revenue from the Line. In a moral and social point of view, it may be regarded as affording sooner or later to every village of the Provinces, the means of a rapid and frequent intercourse with one another, and with the largest and best markets for their productions. Farms, that were of little value, from the impossibility of disposing of their produce, at a price over the cost of production, will quickly increase in value from the speedy settlement of the country, and facility of cheap conveyance. To the thousands of suffering but honest poor of our Fatherland, it will offer the inducement to emigrate, affording to them profitable employment, while the Line is in progress of construction, and when completed, a happy home, in a fruitful and healthy country: and lastly, to one and all, it will bring all the increased blessings that may very reasonably be expected to flow from a free, rapid, and constant intercourse with the parent country—the most enlightened, religious, and liberal nation of the world.

The Committee have next to consider the proposed Line with a view to its commercial importance, in which they must, necessarily, be led to some length; although they are desirous of confining their remarks to the present trade of the Provinces, and most moderate anticipation of increase, rather than to endeavour to arrive at startling and striking results, by calculating its progress from the success of similar projects in other countries.

With the Map before us, it will be evident, that the great

object to be obtained is to connect the waters of the great Lakes of Canada and the St. Lawrence, flowing past Quebec, with the waters of the broad Atlantic flowing into Halifax harbour, the nearest port to Great Britain that can be reached, safe, convenient, and easy of approach at all seasons of the year. The same Line connecting, by a Branch, with the waters of the St. John, at Fredericton, and Bay of Fundy at St. John.

To establish a new line of conveyance for merchandize, with a well grounded hope of success, it is necessary to be able to offer to the merchant and trader a manifest advantage from his adopting it. The proposed mode that we are considering, he will therefore, regard in these lights and enquire, First—Whether it is more expeditious; Secondly—If it involves a smaller cost of conveyance and insurance; and Thirdly, whether there is more or less chance of deterioration in value from the new, than by the old mode of transport. The Committee feel satisfied, that on all these points, a decision, very favourable to the Line, will be arrived at, even supposing the navigation of the St. Lawrence not to be impeded for six months of the year; but when it is considered, that at present, the whole trade of Canada is forced into a period of six months in the year—how very desirable must it appear to the Canada Merchant to encourage, to the utmost of his power, the completion of this line.

As proofs of what the Committee here advance, they would state—first, as to cost of conveyance, taking for example a barrel of flour—the freight from Montreal to London or Liverpool at the present moment is 6s. stg., a high rate certainly—but say, even 5s. for an average. The freight from Halifax to same ports would be 2s. 6d., 3s. stg. per bbl. The Insurance from Montreal in early spring and in autumn, either in England or United States, would be 3 a 4 per cent.—from Halifax to same ports 1½d a 2 per ct. prm.—thus leaving a large margin for Railway freight and profit. Secondly—the passage from Montreal to London or Liverpool, may be considered from 35 to 40 days—from Halifax to same ports 20 to 25 days. Thirdly—the deterioration of flour and grain arising from long confinement and heating in the vessel, with exposure and length of time loading, is very great. The rapid transport to Halifax and short time on ship-board, thence to England, would prevent this altogether—or, at all events, very much reduce the risk.

The next consideration, is the extent of the Canada trade, and its rate of increase. Viewing the immense extent of country, the enormous increase of population, of which,

as it has been well observed, there is, perhaps, no parallel, either in ancient record or in modern history—together with the amazing capability of production, evidenced by a comparison of the exports of a few years past; the Committee are fearful to express their very sanguine anticipations of revenue to the Line, when brought into successful operation. They will, therefore, confine themselves, for the present, on this head, to a few leading facts, sufficiently striking to impress on the reflecting mind a correct estimate of its vast importance.

In the year 1820, the population of Canada amounted to little over half a million.

In 1845 it amounts to over one million and a half.

In 1835 the export of one article—Flour—reached only 96,000 barrels.

In 1844 it amounted to 360,000 barrels.

It would occupy more room than the Committee have allowed themselves in these few pages, to enumerate in detail the increase of export of Pork, Beef, Butter, Wheat, Cheese, Lard, Oatmeal, Pease, Pot and Pearl Ashes, &c. Suffice it to say, it has been immense.

The Committee now turn to the revenue likely to arise from the trade of our own Province.

With Canada, Halifax has ever been intimately connected in trade,—to it we look to take off two-thirds of our return trade from the West Indies, consisting of Sugar, Molasses, Spirits, Pimento, &c., but principally the two former articles, of which, together, the export to Canada this last few years, may average 6000 or 7000 hogsheads and puncheons. The annual import into Halifax from Canada, of Flour, Pork, Beef, Oatmeal, Pease, and Corn Meal, amounts to about 20,000 barrels, and into the lower Ports, from Bay de Chaleur to Straits of Canso, about 40,000 barrels, which latter could then be supplied by the Line to the most convenient Gulf Shore port, of which there are several within a few miles of the route—particularly late in the autumn, and in early spring—adding also a supply to Cape Breton and Magdalen Islands.

The annual import of Flour into Halifax, from all quarters, averages 60,000 barrels; of Meal, Rye, and Oatmeal, 24,000 barrels; of Wheat, and Indian Corn, 45,000 bushels; of Ship Bread, 9000 barrels and bags; of Pork and Beef, 6000 barrels,—and it is but reasonable to suppose, that the greatest part, if not the whole of this provision, will be drawn from Canada with its increase of production and the facility of intercourse, when the Line is completed. The present ex-

port of pickled fish from Nova Scotia and Cape Breton to Canada, may be set down at 12,000 barrels, which in a few years may be increased to six times that quantity, through Halifax and the nearest Gulf Shore port.

The trade between Halifax and St. John, New Brunswick, is at present conducted in five or six small schooners constantly running. The Line will, no doubt, greatly increase this trade.

The rapid increase of our own products, will also offer an immediate return to this Line of Railway,—although it may appear small at the first. A few years since, it was rare to find any quantity of Butter, Pork, Beef, &c., of Nova Scotia production, in the market. We can now point to one commercial Firm in the City that receives, annually, from 3 to 4000 firkins of Butter, and from 6 to 800 barrels of Pork and Beef from the country, for sale,—to two or three others, that receive from 250 to 1000 bbls. Beef and Pork, and from 3 to 600 firkins butter each,—and to 10 or 12 dealers in Pork, who receive in the carcase, and cure for retail, annually, about 2000 barrels.

The Committee refer to these facts with pleasure, as it enables them to shew, distinctly, the capability of Nova Scotia; and what returns may be looked for, when the Company bring into full and successful action, their plan of settling and cultivating the large tracts of valuable, but waste land, on either side of their proposed Line.

The conveyance of Merchandize and other supplies from Halifax throughout the Province, is extensive, and will, in all probability, make a handsome item of return to the Line, particularly in autumn and spring, when the freight and insurance to the ports on the Gulf Shore, and P. E. Island, by water, are a heavy charge.

It can be best judged of, by considering the following Official returns of value of Imports into Halifax, the greater part of which is conveyed into the interior.

The value of Imports by Official Returns:—

Into Halifax is,	£1,555,778	0	0
Outports	192,790	0	0
	£1,748,568	0	0

The value of Exports per ditto.

From Halifax is,	£972,672	0	0
Outports	242,494	0	0
	£1,215,166	0	0

The Committee deem that another source of large revenue to the Line, may be expected from the annual emigration to Canada from England ; which averages about 34,000. The safe and quick passage to Halifax, compared to the dangerous and tedious passage of the St. Lawrence, combined with facility and cheapness of transport through the country to Canada, will, no doubt, induce a large number to avail themselves of the then increased facility of passage over the Atlantic, by the number of ships coming out to load for England ; to which will be added, the thousands, to whom the Company will be enabled to hold out flattering inducements to settle in Nova Scotia and New Brunswick.

The Revenue likely to be derived to the Company from the general travel throughout the Line, the Committee find it impossible, at present, to estimate with any degree of correctness. That it will be large, no one can doubt, who reflects upon the large number of passengers, annually arriving at Halifax, in the Mail Steamers and passage vessels, and to whom, the journey to Canada, through the Provinces, by the Line, would be most inviting : indeed, a very large number of the passengers per mail steamers, throughout the year, is composed of merchants and others from Canada, visiting England on business or pleasure, and who have, heretofore, taken the route by Boston. All these would, assuredly, take the direct route.

The travel from Halifax throughout the Province near the Line, as well as to New Brunswick, and by New Brunswick to the United States, and again on the other side to Pictou, the various ports on the Gulf Shore, Prince Edward's Island, and Cape Breton, would also afford a considerable return. The Committee hope to be enabled, at an early day, to arrive at something like a correct estimate of this department of revenue to the Railway.

It now only remains for the Committee in bringing these brief remarks to a close, to refer to the late Report of the Chamber of Commerce of St. John, on the subject, in which they have drawn a comparison between the proposed Line of the London Committee, and a Line proposed by themselves. Their remarks are as follows : " Taking Halifax as the starting point, two lines of road prominently suggest themselves. The one by Truro, Bend of Peticodiac, and from thence in as near a straight line as the nature of the ground will admit, to the Grand Falls of the River St. John, and thence by the shortest and most convenient route to Quebec.

" The other line from Halifax to Bridgetown, or to a

point between Annapolis and Bridgetown, where most convenient to cross the River,—thence down the Granville side to Indian Point, inside the Eastern head of Digby Strait, accessible to steamers at all seasons of the year, thence by Steamboat to St. John, and thence up the valley of the St. John through Fredericton and Woodstock to the Grand Falls, and from thence, as in the former Line, by the shortest and most convenient route to Quebec. In remarking upon the different merits of these two Lines, they believe, that as to distance, they will be found very nearly alike; but the first has the advantage of avoiding the Bay of Fundy, which they believe is the only advantage this Line possesses; passing as it does from nearly where it enters this Province, through an entirely wilderness country, in which there is, and can be no traffic. The business of the Railroad would be confined to carrying the mails, and what troops would pass along the line, and the conveyance of passengers to and from the mail steamers. On these grounds, therefore, they believe that the earnings would not pay half the expenses that would be incurred working this line."

The Committee in being obliged to dissent, altogether, from these views, feel they are treading on delicate ground, but will endeavour to point out the superiority, in every respect, of the Line proposed by the *London Committee* of the Halifax and Quebec Railway Company; and to shew how much more profitable and eligible it must ultimately be, for St. John's and Fredericton, than the Line referred to in the above extract, as thought the more desirable. For the Committee feel how great is the necessity for united endeavour and energetic co-operation for the promotion of a work so eminently calculated to accelerate the prosperity of both Provinces, and they trust their remarks may be considered as prompted by their earnest desire for the general good.

Following, therefore, the order they have adopted in this brief sketch, they would remark, that in a national point of view, the Line proposed by the London Committee offers to the Government a safe conveyance for the Mails, troops, and munitions of war in one unbroken line of transport—as also, the safe erection of the Magnetic Telegraph.

The Line proposed by the Chamber of Commerce of St. John, involves the discharge of trains at Digby—chance of disappointment, delay and danger in crossing the Bay of Fundy—embarkation by steamer twice, and route for a long distance, within four or five miles of the American border.

The Line, again, proposed by the London Committee, opens to the Company a wide field for carrying out that

part of their plan from which they may reasonably expect to derive a large part of their revenue—viz :—the occupation and settling of a large tract of ungranted lands, by emigration, on either side the Line of Railway, and offering to settlers security and peace.

The Line proposed by the Chamber of St. John, would thus defeat one of their principal objects—for on one side, lies the American territory—and on the other, the River, of which, the same nation has the right of navigation.

Again,—the Line proposed by the London Committee—as will be seen on reference to the annexed map—running from Halifax through Truro, thence, by the Bend of the Peticodiac through New Brunswick, throwing out a Branch to St. John's, Fredericton, and the Military Post at the Grand Falls, on the one side, and on the other, touching the heads of the great Rivers, and running within five to thirty-five miles to the large and prosperous ports of Richibucto, Cocagne, and Shediac on the Gulf Shore, and of the thriving ports of Bathurst, Dalhousie and the Restigouche, at the head of the Bay de Chaleur, will connect, and open up a traffic between those ports, St. John's and Fredericton, of which, they have, hitherto, been entirely deprived ; and not only with these ports in the Gulf of St. Lawrence, but also, with Prince Edward Island, Cape Breton, Magdalen Islands, and Gaspé ; also, offering the greatest facility of supplying the lumberers on both sides of the Line, either from St. John's or Quebec.

The Line proposed by the Chamber of St. John, would deprive the Railway Company of all this valuable trade and intercourse.

Again,—the Line proposed by the London Committee, offers to the Canadian merchant the *choice* of forming his connexion, and directing his goods for shipment, either at the port of St. John or Halifax, as he may be disposed, the trains proceeding, to either port, in an unbroken Line.

The Line proposed by the Chamber of St. John, deprives him of this choice, and forces him to disembark his goods from train to steamer, and from steamer to train, to reach St. John, his only port of shipment. The Line proposed by the London Committee, would command all the trade and travel we have referred to, between Halifax and Canada, and from Quebec, St. John and Halifax, to the whole North East shore of Nova Scotia and New Brunswick. The Line proposed by the Chamber of St. John, cuts off all this intercourse. The Committee trust, therefore, that in a second consideration of the subject, the Chamber of Commerce of St. John

will agree with them, that it is not only more desirable for them, but vastly more advantageous for the Company generally, that the Line proposed by the London Pro. Committee should be adhered to.

The Committee have endeavoured, in this Report, to preserve the subdued and cautious tone of a calm and practical enquiry; yet, it is difficult to view even the possibility of so grand an enterprise being successfully accomplished, without indulging in anticipations of a warm and more exciting character. Halifax has been endowed by nature with one of the safest, and most capacious harbours in the world, in which, the largest commercial or warlike Navy that the British Empire could congregate together, might ride with perfect safety; while the boldness of the water, and the gentle flow of the tide, so different in the Atlantic and the Bay of Fundy, afford every facility, at all hours and seasons of the year, to the unloading and loading of ships. Surely then, while we indulge in hopes such as this great enterprise excites, we owe it to ourselves to omit no exertion, and to lose sight of no enquiry that can aid the men, who will do the work in carrying it through.

The Committee are persuaded, that neither Canada, New Brunswick, nor the Legislature and people of this Province, will ever abandon it, unless they are fully satisfied that it is impracticable. The Committee flatter themselves, that when the warm interest thus excited in the Colonies is known in England, the Government will be disposed to lend a serious ear and a generous encouragement, to this great design. What link can be conceived so strong and durable between the Mother Country and these her most valuable Colonies, as a Railway, which, in connection with one of the noblest and most successful of modern experiments, the navigation of the Atlantic by steam, will bring Quebec and Montreal, continually within twelve or thirteen days of London; and with the community of tastes, affections and habits, will render them, in fact, one mighty people? When we see what modern science has already achieved, why need we distrust the practicability of schemes that but a few years ago would have been condemned as extravagant and chimerical. The Committee have spoken of a Magnetic Telegraph from Halifax to Quebec. If it could be had, let us pause for a moment, and dwell on the immense superiority it would give to the Government and merchants of Britain, in the centralizing of military force, and the instantaneous transmission of intelligence. The merchants of London and Liverpool, would be in the markets of the West, before the news could reach New York

or Boston ; and a Regiment stationed at Halifax, and required by any invasion in Canada, could be sent for, and despatched to the scene of action in a few hours.

The people of the United States are rapidly extending their Telegraph between their principal cities, and if the Railway be accomplished to Montreal, our Telegraph would quickly follow, and be almost, of itself enough, in connection with an enlightened policy, to secure and perpetuate the dominion of the Mother Country. In conclusion, while the Committee regret that they have been unable from the scanty and imperfect information yet collected, to handle the subject as they would wish, they desire it to be understood, that they are fully alive to its vast importance, and confidently reckon upon the cordial support and co-operation of all classes in a matter, which so nearly concerns them all ; and renders it a common, and almost a sacred duty, to combine heart and hand, and leave no room for reproaching themselves hereafter with indifference or apathy to so magnificent an undertaking.

It was then moved by JAS. B. UNIACKE, Esq. ; seconded by Honble. S. CUNARD, and passed unanimously :

1. *Resolved*,—That this Meeting gratefully acknowledge, and are fully sensible of the courteous reception given to their communication by the Right Honorable Lord Metcalfe, Governor General of British North America, and for his assurance that he will heartily co-operate with the people under his Government in any measure calculated to promote the important project of the Atlantic and St. Lawrence Rail Road.

2. Moved by Honble. H. H. COGSWELL ; seconded by L. O'C. DOYLE, Esq., and passed unanimously ;

Resolved,—That this Meeting is gratified by the assurance of His Excellency Sir Wm. Colebrooke, Lieutenant Governor of the Province of New Brunswick, that he anticipates the most cordial support to the undertaking of the Atlantic and St. Lawrence Railway, and that he will bring the subject under the consideration of the Legislature of that Province as soon as practicable.

3. Moved by the Honble. the SPEAKER OF THE ASSEMBLY ; seconded by JOHN E. FAIRBANKS, Esq., and passed unanimously :

Resolved,—That this Meeting fully sensible of the ex-

ertions of the promoters of this great project, are of opinion that it should be viewed more as a national object than one of Provincial or individual speculation, and can be best and most speedily effected by the combined action and cordial union of the respective Legislative bodies of British North America, which alone will insure the countenance and support of the Imperial Government and liberal contributions of Capitalists, and in the judgment of this Meeting the Legislature when convened should have this subject submitted for its deliberation, that such steps may be adopted as will exhibit to the public its practicability, and insure success to the undertaking.

4. Moved by ANDREW M. UNIACKE, Esq., seconded by JAS. McNAB, Esq., and passed unanimously :

Resolved,—That the Provisional Committee be authorised to prepare and present a Memorial to His Excellency the LIEUTENANT GOVERNOR, requesting His Excellency to submit this measure to the favourable consideration of the Legislature of this Province, at its next Meeting.

5. Moved by His Worship THE MAYOR; seconded by WM. PRYOR, Jun., Esq., and passed unanimously :

Resolved,—That this Meeting most highly appreciates the vigorous expression of opinion by the citizens of Quebec, on the important subject of the proposed Railway from the Atlantic to the St. Lawrence, and to insure more efficient co-operation, extends the Provisional Committee by adding thereto the following Gentlemen, with full power to correspond and promote this object, also to increase their number at pleasure.

Present Provisional Committee.

Honble. H. H. Cogswell; Honble. M. B. Almon; Honble. Michael Tobin; Honble. S. Cunard; Hon. Speaker of Assembly; William Pryor, Jr., James F. Gray, Jas. B. Uniacke, and W. A. Black, Esquires.

Persons added 8th November, 1845.

James McNab, M. P. P.; Joseph Howe, M. P. P., A. M. Uniacke, M. P. P.; L. O'C. Doyle, M. P. P.; G. R. Young, M. P. P.; The Mayor of Halifax; John H. Anderson, Wm. Stairs, Jno. E. Fairbanks, Honble. E. Kenny, William Murdoch, Honble. Enos Collins, J. N. Shannon, Joseph Starr, A. W. Godfrey, John Esson, Wm. Lawson, Jr., John Slayter, M. Kearney, Thomas Williamson, Jas. Thomson, Archibald Sinclair, Conrad West, D. Creamer, John Northrup, T. Ring, Edw. H. Lowe, John Tempest, M. G. Black, Alex. Keith, Jno. Strachan, Wm. Skerry,

Jno. Duffus, Jno. Barss, E. Billing, T. C. Kinnear, James Tremain, J. Gibson, A. Gesner, A. S. Dewolfc, Jonathan Allison, Joseph Bennett, Titus Smith, Col. Butler, David Allison, Hon. Hugh Bell.

6. Moved by Mr. A. W. GODFREY; seconded by Jno. Ross, Esq. M. P. P., and passed unanimously:

Resolved,—That the Inhabitants of the respective Counties of Nova Scotia and of Prince Edward Island, be requested to call Public Meetings and appoint Provisional Committees to require and transmit statistical and other information on the subject of the Railroad, to the Provisional Committee at Halifax.

7. Moved by the Honble. ATTORNEY GENERAL; seconded by J. H. WHIDDEN, Esq., and passed unanimously:

Resolved,—That the thanks of the Meeting be given to the Provisional Committee, and that their Report be adopted.

8. Moved by Honble. HUGH BELL; seconded by Hon. M. B. ALMON, and passed unanimously:

Resolved,—That the Secretary of this Meeting be instructed to convey through Mr. Bridges, the thanks of this Meeting to the Gentlemen in London who have devoted their valuable services in promoting this undertaking.

On motion the HIGH SHERIFF vacated the Chair, and the Honble. the ATTORNEY GENERAL being called thereto, it was unanimously Resolved,—That the thanks of the Meeting be given to the High Sheriff for his able conduct in the Chair, and to the Secretary, for his services in recording the proceedings of the Meeting.

On motion the Meeting adjourned *sine die*.

WILLIAM GOSSIP, *Secretary*.

Halifax, Nov. 8, 1845.

APPENDIX.

[No. 1.]

Annual Import of principal Articles of Nova Scotia and Cape Breton Produce, into the Port of Halifax.

Butter,	Firkins—	15,372
Pork and Beef,	Barrels—	13,333
Head of Horned Cattle,	Number—	4,600
Sheep and Lambs,	"	21,050
Hay,	Tons—	2,025
Potatoes,	Bushels—	215,000
Oats,	"	—125,000
Coals, exclusive of quantity used for Steamers,	Tons—	22,293
Cheese, } Apples, }	not ascertained.	

About an equal quantity of Butter, Pork, Beef and Cattle, is exported to Newfoundland from Eastern Ports of the Province, and Cape Breton.

Annual Export of Articles, the production of the Fisheries from the Port of Halifax.

Dry Fish,	Quintals—	190,918
Pickled Fish—comprising Mackerel, Herrings, Salmon and Alewives,	Barrels—	85,832
Oil—Fish Oil of all kinds,	Gallons—	168,979
Seal Skins,	Number—	40,883
Smoked Herrings,	Boxes—	4,390

[No. 2.]

From the Appendix to the Journals of the House of Assembly, Session 1845.

(B.)

DISTRIBUTION AND EXTENT OF MINERAL DEPOSITS OF
EASTERN NOVA SCOTIA.*Coal Fields.*

THE productive beds of Coal are included in a great series of sandstones, shales, &c., constituting the Carboniferous system of geologists. The series of rocks occupies the

greater part of the Counties of Cumberland, Hants, Colchester, Pictou, and Sydney. It is divided by ranges of trap and disturbed strata, into three irregular trough-shaped deposits, extending from East to West.

The Southern trough extends from Antigonish and Pomket to the Stewiacke River, and probably to Windsor. On this line a small bed of coal has been seen at Pomket; and coal is stated to be found at Beaver Lake, Middle Stewiacke, and Windsor.—These coal measures are probably continuous with those of Port Hood and River Inhabitants, in Cape Breton. The greater part of the southern trough, of Carboniferous strata, has not been geologically explored.

The central trough extends from Pictou, through Onslow, Londonderry, and Economy. It is bounded on the South by a hilly and disturbed line of country, extending from Cape St. George towards Truro; and on the North, by a similar range, extending from Tatamagouche to Cape Chignecto.

The most important Coal-field contained in the central trough, is that of the East River, Pictou. The productive Coal measures of this field include ten beds of coal, whose thickness and dip are shown in the accompanying section. Only one of those beds (marked No. 1.) is at present worked. It is 36 feet in thickness, and contains 24 feet of good coal; 12 feet of which are at present worked. This great bed and its associated measures, are cut off two miles north of their outcrop, by a Fault, which has probably thrown them down to a great depth, and they are not known to reappear in the County of Pictou. This fault cuts the outcrop of the Coal measures, at the distance of about three miles North West of the present mines, (see maps and plan). In the opposite direction, running to the S. E. the outcrop of the Coal strata extends about one mile, when it appears to be cut off by Faults; but the Coal measures perhaps reappear in Merigomish, where coal is found near the mouth of Sutherland's River. The outcrop of the Coal measures of the Albion Mines, thus appears to extend four miles, and the area of the beds of coal must be less than 12 square miles. Twelve feet of the thickness of the largest bed, as at present worked, may be estimated to contain at least 7,600,000 tons of good coal, which would supply the present demand for 130 years. I am not acquainted with the quality of the coal on the smaller beds; but if we suppose only four of them to afford good Coal, they would probably afford 100,000 tons annually for double the above period.

In the sandstones of the Coal formation, which occupy that part of the county of Pictou, lying to the northward of the great Fault above mentioned, there are two small beds of coal, one of them three feet in thickness, but of inferior quality. They appear at Fraser's Mountain, distant N. E. from New Glasgow, about 2 miles, and extend thence to Merigomish Harbour. One of them reappears on the North side of the trough near Carriboo and in Pictou Island.

The Coal measures of Salmon River, in the county of Colchester, are equivalent to those of the Albion Mines in geological position, and belonging to the southern side of the central trough. Only one bed of coal one foot thick, and of inferior quality, has been discovered at Salmon River; but others most likely exist there.

The Coal measures of the Joggins, Macan River, Cape Chignecto, and other parts of the County of Cumberland, belong to the third or Northern trough of carboniferous strata. (Vide Gesner's statement.)

Iron Ores.

Numerous beds of *Clay Ironstone*, from 2 inches to 6 feet in thickness, exist in the Coal measures of the Albion Mines. Some of them are above the average richness of the clay Ironstones of Great Britain, and of sufficient thickness to be worked.

Brown Hematite, containing nearly 50 per cent. of iron, is found in veins in the lower coal formation, near its junction with the Silurian rocks (see section). The number and thickness of these veins are unknown; but from the large quantity of ore found on the surface, must be considerable.

Veins, similar in character and geological position to those of the East River, occur at the mouth of the Shubenacadie River; but the ore which they contain is less pure.

In the veins of Hematite, both in Pictou and near the Shubenacadie, Peroxide of Manganese is abundant, and might be profitably separated from the ores of iron.

Ten miles south-eastward of the Albion Mines, is a bed of Peroxide of Iron eighteen feet in thickness. The ore which it contains would yield nearly forty per cent. of good iron. Some of it was melted at the Albion Mines, but probably from errors in the process employed, yielded iron which would not run.

Sulphate of Barytes.

A vein of this mineral, three feet in thickness, has been found at Rogers' Hill, eight miles westward of the

Town of Pictou. It is equal in purity to that employed in Scotland in the manufacture of Baryto-sulphate pigment.

Copper Ores.

Grey sulphuret of Copper, or copper glance, containing 75 per cent. of Copper, is found in the Coal formation at Tatnagouche, Tony River, Carriboo, West River, and East River. The ore is in the form of nodules, or occupies the cavities of fragments of fossil wood. The deposits hitherto found are too small for mining purposes.

Lead Ores.

Galena, or Sulphuret of Lead, is found in small disseminated crystals, in Limestone near Gay's River. I have not however seen any valuable veins of that Mineral in the Eastern part of the Province. I have received good specimens of Galena from the Island of St. Paul; and have been informed that a vein of three feet in thickness, traversing Mica Slate, has been found there.

J. W. DAWSON.

Halifax, Feb'y 21, 1845.

(C.)

1845—Feb'y. 19th.

ABRAHAM GESNER.

I am a native of Nova Scotia, of the age of forty-five years. I have been engaged in the examination of the Geology of Nova Scotia for twenty-five years. I published a book on it in 1836. Do not know the Coal Fields of Cape Breton—have never been there—my enquiries confined to Nova Scotia Proper. Have prepared a Geological Map of Nova Scotia Proper—it contains 10,000 square miles—1,500 miles of this Coal Field. It is bituminous—no anthracite here—never saw any of the latter kind here. Do not believe the Field at Minudie the same as those at Pictou. The coal of different qualities. Have subjected the Cumberland, not the Pictou coal, to chemical analysis. Some of the former better than the Pictou coal—some inferior. No part of the Province where coals could be worked as cheaply as at Cumberland. Best coal at Spring Hill, Macan, I have ever seen in the Province of Nova Scotia.

The Minudie Mines at Cumberland could yield 100,000 chaldrons for one hundred years. From the Mines both at Joggins and Macan, these both belonging to one Field. Since 1838 I have been making application to the Govern-

ment for a Lease of these Mines. There is a Company ready to work them. It is a British Company, but part of the Stock taken in the United States. The Capital, I think, is £20,000. I think the expenditure of £10,000 would raise 40,000 chaldrons a-year. It has been examined by two English Mineral Surveyors, sent out by this Company at my suggestion. They were practical and competent men; I was with them—we only examined the Joggins—did not consider it necessary—they were satisfied with the outcrop—we were there for about a week. I was there with Mr. Lyell, also, for two days. He said that he had never seen so good a field of coal for working in his life. The estimate is made by the two Surveyors of the cost of raising the coal. They made the estimate of expenditure higher than mine—they estimated, that, by the expenditure of £10,000 stg. they could raise 40,000 chaldrons a year, for ten or fifteen years, on the water level—after that they contemplated to go under the level of the sea—they intended to build a breakwater and wharves. No steam engine required for ten or fifteen years—they mean to bring out the coals by adit levels on wooden rails. Intended to sell at 8s. cy. per Win. chaldron. The freight to St. John, N. B. would be not more than 5s. a chaldron—the same to Windsor and other ports of the Bay—coals would be sold in Windsor and in St. John from 14s. to 15s. per chaldron. They are not worked now, except by two poor Cornish miners, who sell from 300 to 500 chaldrons a-year—they are carried to St. John's, Windsor and Cornwallis—sold at the pit mouth for 10s. a chaldron, and are sold at St. John and other places at 14s. to 15s. These two fields nearly inexhaustible. Not aware of the extent of Coal at Cape Chignecto—do not think it is workable, not having been explored at all that I am aware of. The distance from the S. Joggins Shore to the River Hebert, 3 miles, where vessels of 200 tons could load. Railroad made of wood would cost £1,000 to £1,500 a mile—it is a level Line and a Railroad could be laid. The Company have ever said they would cheerfully pay the same Royalty as the Mining Company. The Company I do not think would come under any agreement to sell the Coals for a certain fixed price—could not foresee what is to happen. If the Company get a Lease they would agree to raise after 4 years, 40,000 chaldrons a year. They would pay the same rent, £3000 stg. a year, as the Mining Company, for the right of raising 50,000 chaldrons Newcastle, or 40,000 chaldrons of 36 bushels, being the Winchester or the measure used in this Province—to pay this after the fourth year,

and then after that they would pay the same Royalty as the Mining Company, for any excess over the 40,000 chaldrons, 1s. for every Winchester chaldron. My opinion is, they could give ample security for a faithful performance of their contract. The Company intend the coal to be consumed in Manufactories in the Northern States not yet founded.

Interstratified with the coal field there is a bed of Iron ore eight feet in thickness, and limestone near for a flux—it is near the shore—could be worked advantageously—argillaceous oxide of iron—it would yield $33\frac{1}{2}$ per cent. It has been faithfully analysed in the United States and Scotland. The ores in Scotland yield on an average 33 per cent. (*See Section No. 3.*) One of the Mineral Surveyors, if they got these fields of coals, intended to lease the Annapolis Iron Works to mix the ores of Nictaux River with the Ores at the Joggins, and thus obtain a superior kind of iron. The ore at Annapolis yields about $33\frac{1}{2}$ per cent.—the ore at Annapolis *hematite*.

The Manganese could be worked—worth £8 per ton, could be sent to England and pay a profit. I think £200 a year might be got for the right of working Manganese.

No Copper deemed workable in this Province—but required to be examined more carefully.

Halifax, Feb'y 21, 1845.

(D)

Statement in reference to the unopened Mines of the County of Cumberland, and other Mines in the Province of Nova Scotia.

At Springhill, Maccan, there is a stratum Coal 12 feet thick.

1	do.	do.	$2\frac{1}{2}$	do.
1	do.	do.	3	do.

Four miles of Railroad would be required to reach the Maccan River, which is navigable for Lighters to Loading ground, 5 miles.

There is Coal on the Nepan River unexplored.

Coal outcrops on the borders of the River Hebert, one stratum is three feet in thickness—workable.—There are others, thickness unknown—one half a mile of Railroad would be required to the River, which is navigable for vessels of 200 tons burthen.

Fifteen strata of Coal appear at the Joggins, directly on the shore—five of these strata are workable.

1 Stratum, 4 feet 2 inches thick,

1 do 2½ feet do.

1 do. 5 do. do.

2 do. 7½ do. separated by one foot of parting.

There is coal near Cape Chignecto not explored.

The general advantages of the coal in this quarter are its proximity to the American Market, New Brunswick, and the Towns and Villages of the Bay of Fundy, Basin of Mines, and the Western Counties of Nova Scotia.

The great advantages of the Coal at the South Joggins are—the Coal is on the shore of the Bay—no railroads are required. The necessary wharves and breakwater may be permanently erected—the rubbish of the mines will supply the ballast for those works.

Great quantities of coal can be removed by adit levels. The Mines may be cheaply drained and ventilated. The navigation is safe. Chignecto Bay closes by ice late in the year and opens early. There are no Coal Mines in New Brunswick, or any of the Eastern States, that can ever enter into competition with them. Timber is abundant on the surface. The Mines are near a fine agricultural country. The coal at a moderate depth is good, and the demand for it is constantly increasing. No steam engines will be required for fifteen years. Iron stone, with the lime-stone necessary for its flux, is interstratified with the coal, wherefore iron may be readily manufactured.—A single miner with a car running on wooden rails, can mine and bring from a distance of 600 yards beneath the cliffs to the wharf, two chaldrons of coal per diem.

Cost of each chaldron of Coal on the wharf,

say,	£0 3 0
Royalty for Winchester chaldron,	6 1 0
Shipping,	0 0 6
Profits,	0 2 6

Cost of Coal on wharf, £0 7 0

The above estimate of the cost of the Coal, was made by a good English Mineral Surveyor, with whom I visited the above place.

The disadvantages of the above Mines would be the expense for building the necessary wharves and a breakwater, the length of the winter, the payment of the Royalty, and the duty on Coals for the United States.

Coal required for home consumption.

For Amherst,	200	Chaldrons.
Sackville,	200	"
Dorchester,	100	"
Peticodiac,	100	"
Truro,	200	"
Onslow,	100	"
Windsor,	500	"
Horton,	200	"
Cornwallis,	200	"
Bridgetown,	400	"
Annapolis,	500	"
Digby,	300	"
Yarmouth,	500	"
Shelburne,	300	"
Liverpool,	600	"
Lunenburg,	500	"
St. John,	20,000	"
St. Andrew's,	1,000	"
St. Stephen's,	500	"

Total, . . . 26,400 Chaldrons.

There are strata on the sides of the River Philip, unexplored.

Sulphate of Barytes, in thick veins, occurs at Cape Chignecto—this mineral is now manufactured into white paint.

The Oxides of Manganese are found abundant at Parrsboro, and in the County of Hants.

Lead Ores are found abundant on the Shubenacadie and other places.

Copper has been discovered at several localities.

The most valuable rocks of the Province are granite, marble, freestone, grindstone, fireclay, porphyry, slate, limestone, gypsum and marl.

A GESNER.

Halifax, 19th Feb'y. 1845.

[No. 3.]

*To His Excellency the Right Honorable LORD
METCALFE, Governor General of British
North America, &c. &c.*

MY LORD,

I have the honor to inform your Lordship, that a public meeting has been held in this City to consider a proposition submitted by a Company in England, to connect the St.

Lawrence with the Atlantic, by a Rail Road at Halifax, Branch to St. John's and Fredericton, and terminating at Quebec, and I enclose the proceedings for your Lordship's consideration.

At this Meeting, which was numerously attended by the wealthy and influential of this Province, a Provisional Committee was appointed, consisting of the Honble. H. H. Cogswell, Honble. Samuel Cunard, Honble. M. B. Almon, Hon. Wm. Young, Hon. Michael Tobin, W. Pryor, Jun., James F. Gray, W. A. Black, and J. B. Uniacke, Esqrs., who waited on His Excellency Lord Falkland, and received assurances that his Excellency would use his influence with Her Majesty's Principal Secretary of State for the Colonies to promote the enterprise. The Committee feel how impossible it will be for a private Company to accomplish such a gigantic undertaking, (for an extension to the Pacific is ultimately designed,) without the sympathy and support of Government, and the united and simultaneous action of the people of British North America, and therefore solicit the co-operation of your Excellency, in such way as may best advance the objects contemplated. The Memorial submitted at the Meeting by the Lieut. Governor of Nova Scotia, a transcript of which has been presented to your Excellency, so fully discloses the views of the Company, that it is unnecessary at present to recapitulate them.

I have the honor to be,

Your Excellency's obdt. servt.

JAMES B. UNIACKE.

6th October, 1845.

[A similar Letter to the above was sent to the Lieutenant Governor of New Brunswick.]

*Civil Secretary's Office,
Montreal, 18th October, 1845.*

SIR,

I have the honor, by the command of the Governor General, to acknowledge the receipt of your Letter of the 6th instant, transmitting for His Lordship's information, the proceedings of a public meeting held at Halifax, to consider a proposition for connecting the St. Lawrence with the Atlantic by a Railroad from Halifax to Quebec, and to acquaint you in reply, that the Governor General is sensible of the important benefits that would be conferred upon British North America by the establishment of such a chain of communication as is contemplated, and he will be prepared to

co-operate heartily in any measures which may appear to be calculated to aid the undertaking.

The enclosed copy of the answer which has been, by order of the Governor General, made to the Memorial received from the Promoters and Provisional Board of the Halifax, Quebec and Montreal Railway Company, will explain the views entertained by the Government of Canada in reference to the projected Railroad, and their anxious desire to facilitate its completion by all the means at their disposal.

I have the honor to be, Sir,

Your obedient humble servant,

JNO. HIGGINSON.

J. B. UNIACKE, Esq.,

Sect'y. to Provl. R. R. Com., &c. &c.

(COPY.)

Civil Secretary's Office

Montreal, 15th Oct., 1845.

SIR,

I have the honor, by command of the Governor General, to acknowledge the receipt of your Letter of the 18th July last, transmitting a Memorial to His Excellency from the Promoters and Provisional Board of the Halifax, Quebec, and Montreal Railway Company, praying—

1st. A free grant forever of all the unlocated land in the Province of Canada, over which the Line shall pass, together with permission to use such timber and other materials along the course of the Railway, as shall be required for the construction of the work.

2d. A pre-emptive right to the Promoters and Shareholders to become the purchasers at each station on the Line of blocks of land, not less in extent than 20,000 acres each, at a minimum price per acre, the purchase money to be paid in ten equal yearly instalments, of which the first shall only become payable at the end of six months from the opening of such portion of the Line as shall be connected with the station to which the said blocks are attached.

3dly. That the Governor and Council of Canada, will be pleased to recommend this undertaking to the attention and support of the Home Government, and otherwise give to the Promoters and Shareholders such assistance and countenance, as may be necessary to obtain for the Company the confidence and co-operation of the British public, and all others locally interested.

I am directed to acquaint you in reply, for the information of the parties from whom this Memorial emanates, that

the Governor General in Council has given to it that degree of consideration which the vast importance of the subject merits; and that without offering any opinion on the feasibility of opening a Railroad communication from Montreal to the Pacific Ocean, His Excellency in Council considers that the proposed "chain of steam communication from England to Montreal," is calculated in a high degree to promote the interests and advance the prosperity of Canada, and is an undertaking well worthy of the countenance of this Government, and of the people of this and the neighbouring British Provinces.

The Governor General in Council, without being in possession of more information regarding the proceedings of the Company, is unable to do more than to assure them that they may rely on the Government of this Province for whatever protection and aid it may be consistent to render; and where the Railway may pass through the unconceded lands of the Crown, to confer the right to the Company of using what is necessary for the purposes of the Railroad.

The application for pre-emptive right on the part of the Company to purchase certain blocks of land on the route of the Railroad, will be fully considered hereafter, with reference to the existing laws for the disposal of the waste lands of the Crown,—the purposes for which the Company desire to make such purchases,—and the several interests of the Province.

I have, &c.

JNO. HIGGINSON,
Civil Secretary.

WM. BRIDGES, Esq.,
Secretary, Blackfriars, London.

Fredericton, N. B.
Oct. 21st, 1845.

SIR,

I am directed to acknowledge your communication of the 6th inst., addressed to the Lieut. Governor of this Province, in reference to the measures taken at a public meeting held in Halifax, to promote the formation of a Line of Railway to connect the St. Lawrence with the Atlantic; and I am to state that His Excellency entirely concurs with the Committee which was appointed at that Meeting, as to the necessary co-operation of the Provinces with the supporters of the undertaking, the importance of which to these Provinces, and in their relations to the United Kingdom, cannot be too highly appreciated.

The Lieutenant Governor has this day received from the Secretary in London, a Report of the proceedings of the Company, and as a Provincial Committee is about to be formed, he anticipates the most cordial support to the undertaking, which will be brought under the consideration of the Legislature, as soon as may be practicable.

I have the honor to be, Sir,

Your most obedient servant,

W. READE.

J. B. UNIACKE, Esq. &c. &c. &c.

[No. 4.]

AT a Meeting of the Inhabitants of the Counties of Westmoreland, in New Brunswick, and Cumberland, in Nova Scotia, held at the Sackville Hotel, in Sackville, the 1st day of November, 1845, pursuant to public notice.

THE Honble. WILLIAM CRANE, in the Chair.

Mr. W. H. BUCKERFIELD, having been appointed Secretary to the Meeting,—

It was proposed by the Honble. A. E. BOTSFORD, seconded by ALEX. MACFARLANE, Esq., and unanimously Resolved :

1st. That this Meeting view the establishment of a Line of Railway connecting the Provinces of Nova Scotia, New Brunswick and Canada, as contemplated by a Public Company, now in course of formation in London, as an object *closely connected with* the best interests of these Colonies ; being at the same time eminently calculated to strengthen the ties which bind us to the Mother Country, and to afford the means of establishing that perfect intercourse (indisputably so imperfect now) which is so essential to their mutual prosperity and happiness.

2nd. That this Meeting regard with marked approbation the proceedings of the Promoters of this great National Undertaking, and will cordially co-operate with them, and with the Legislatures of these Colonies, in carrying this magnificent enterprise into operation, by giving its assent to Free Grants to the Company of such portions of the ungranted lands over which the contemplated Line may pass, and also to such an annual appropriation from the Provincial Revenues, proportional to the advantage that will be derived from this great Work, and to the state of the funds of the Province ; and by affording every other facility and encouragement within its power.

3rd. That this Meeting should sedulously refrain from

throwing any difficulties in the way of the successful accomplishment of this all-important project, by creating difference of opinion, by fomenting local jealousies, and by dividing the energies of the People of these Provinces, in inconsiderately selecting any particular Line for the main Railway, in preference to another, before the Capitalists in Great Britain, who must eventually decide this question, have had the opportunity of doing so upon the report of competent Engineers, after an actual examination of the face of the country; that this Meeting is prepared to give equal support and encouragement to whatever Line may be thus officially adopted, notwithstanding its decided opinion that a central Line, offering, as it does, the principal tract of ungranted land in these Colonies, and presenting a general summit level for the operation of the Company, unquestionably possesses superior advantages to the proposed Line up the Valley of the River St. John, which has attached to it the insuperable difficulties consequent upon a River Navigation of the waters of the Bay of Fundy.

4th. That a Committee be appointed in order to effect the objects of the Meeting, as contained in the preceding Resolutions, and to correspond with the Provisional Board of the Halifax and Quebec Railway and Land Company.

5th. That such Committee do consist of the following gentlemen:—The Honble. WILLIAM CRANE; the Honble. A. E. BOTSFORD; ROBERT BARRY DICKEY, Esq.; ALEXANDER MACFARLANE, Esq.; Mr. W. H. BUCKERFIELD, with power to add to their number, and that three do form a quorum.

WILLIAM CRANE, *Chairman.*

The Chairman having left the Chair, it was moved by Mr. BUCKERFIELD, seconded by the Honble. A. EDWIN BOTSFORD, and *Resolved unanimously*, that the thanks of this Meeting be given to the HONORABLE WILLIAM CRANE, for his able conduct in the chair.

WM. HENRY BUCKERFIELD, *Secretary.*

At a Meeting of the Committee appointed at the Meeting of the Inhabitants of the Counties of Westmoreland and Cumberland, for the purpose of promoting the proposed Railroad between Halifax and Quebec, held at Sackville on the 6th day of November, 1845.

The Honble. WILLIAM CRANE in the Chair.

Mr. W. H. BUCKERFIELD was appointed Secretary to the Committee.

The Honble. E. B. CHANDLER, of Dorchester ; JOSHUA CHANDLER, Esq., High Sheriff of the County of Cumberland ; WILLIAM SAYRE, Esq., High Sheriff of the County of Westmoreland ; R. Mc. G. DICKIE, Esq., Member of Assembly for the County of Cumberland ; and MICHAEL GORDON, Esq. Collector of Her Majesty's Customs for the County of Cumberland, were added to the Committee.

The Secretary reported that he had been in correspondence with the Honorable Sir RICHARD BROWN, Baronet, Chairman of the Provisional Committee of the Halifax and Quebec Railway and Land Company, and that in pursuance of his request he had recommended a Line of Railway to be adopted, as presenting few physical difficulties, from the northern extremity of the City of Halifax along the valley of the Shubenacadie to the Stewiacke, and then diverging to the Town of Truro. That it should pass through a gorge between the hills trending from the Cobequid Mountains to the head of the Wallace River to the southward of Wallace and Pugwash, passing the Cumberland Isthmus a few miles north of Amherst, and crossing the boundary of the Province of New Brunswick, and thence to the neighbourhood of the Bend of the Petitcoudiac. That it should then keep the nearly level tract between the streams flowing into the Gulf of St. Lawrence on the one side and the St. John River on the other, to the southwest branch of the Miramichi River, and thence in a north west direction to the Great Falls. That its course should be from the Falls on the east side of the Saint John and Madawaska Rivers to Canada, taking as a guide the Line surveyed for the Military Road.—That he had also drawn the attention of the Provisional Committee to the facilities this Line would afford for constructing branches to Pictou, Saint John, Fredericton, Miramichi, and other places whose trade might require such an accommodation, and also, for a communication with Prince Edward Island, and to the Minerals contained in the districts over which such Railroad would pass. And that he had in subsequent letters shewn the comparative population, extent of clear land, and number of miles, as far as information could be obtained in the townships, traversed by this Central Line, as well as to the saving of distance thus effected in the direct Line between Halifax and Quebec, and the disadvantages and interruptions which the navigation of the Bay of Fundy would occasion to this great National line of inter-communication, *Resolved*, That the several letters of Mr. Buckerfield, bearing date respectively the 29th of August, and the 12th and 26th of September last, be fully approved and adopted by this Committee.

Resolved, That the Secretary do transmit a copy of the Resolutions passed on the first of November inst., with the Resolutions of this Meeting, to the Secretary of the Halifax and Quebec Railway and Land Company.

WILLIAM CRANE, Chairman.



EX 10 011111

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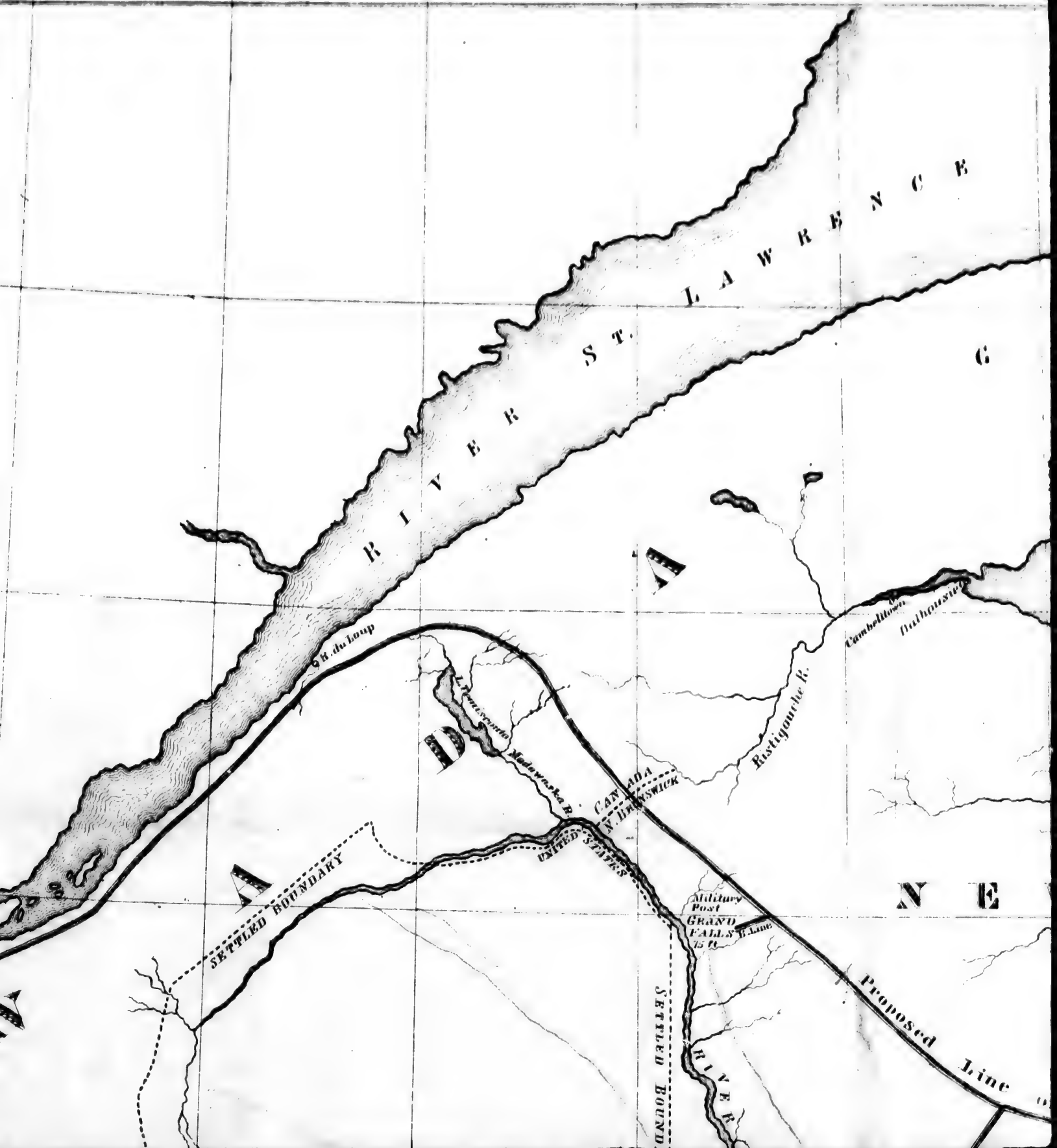
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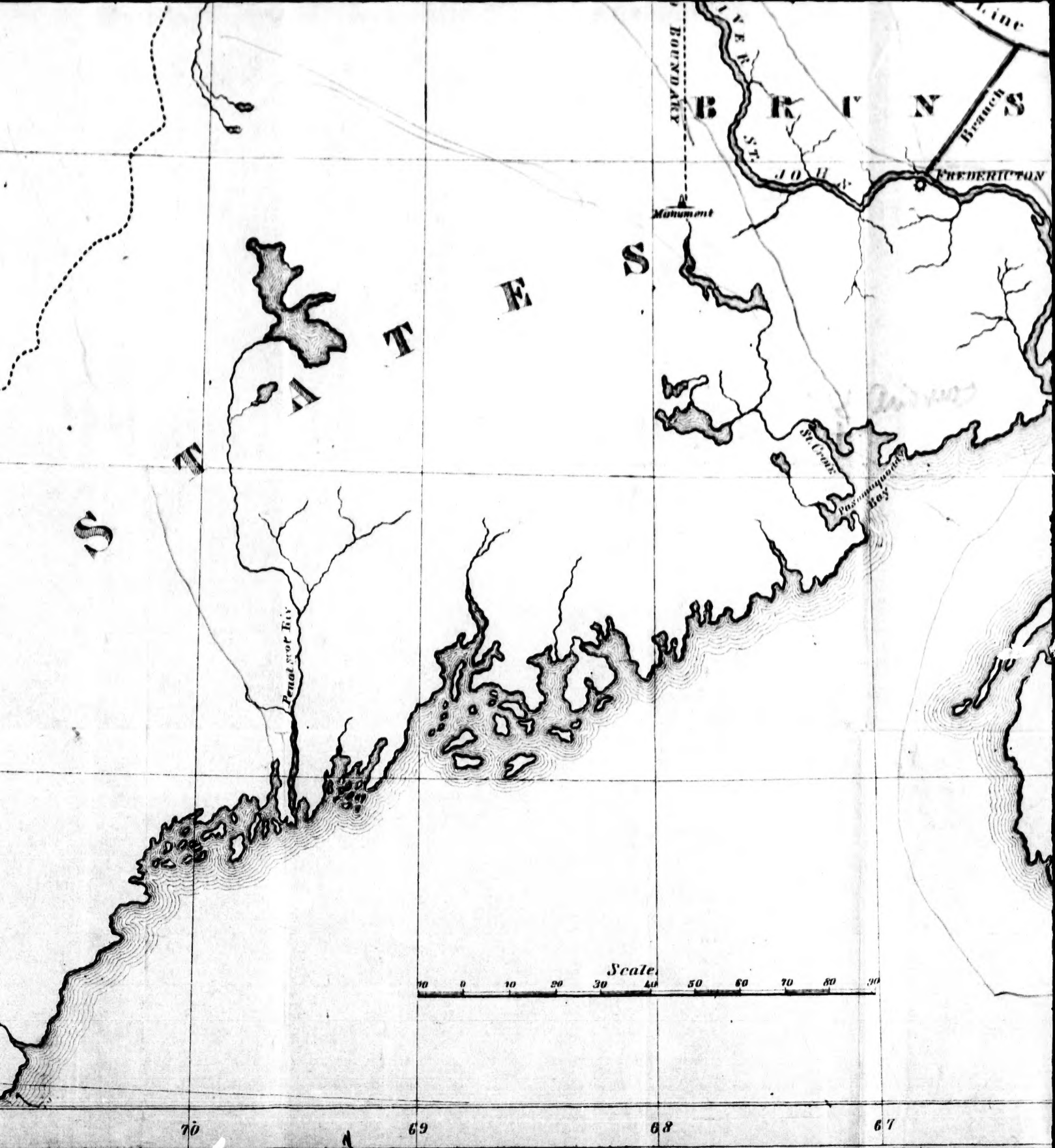
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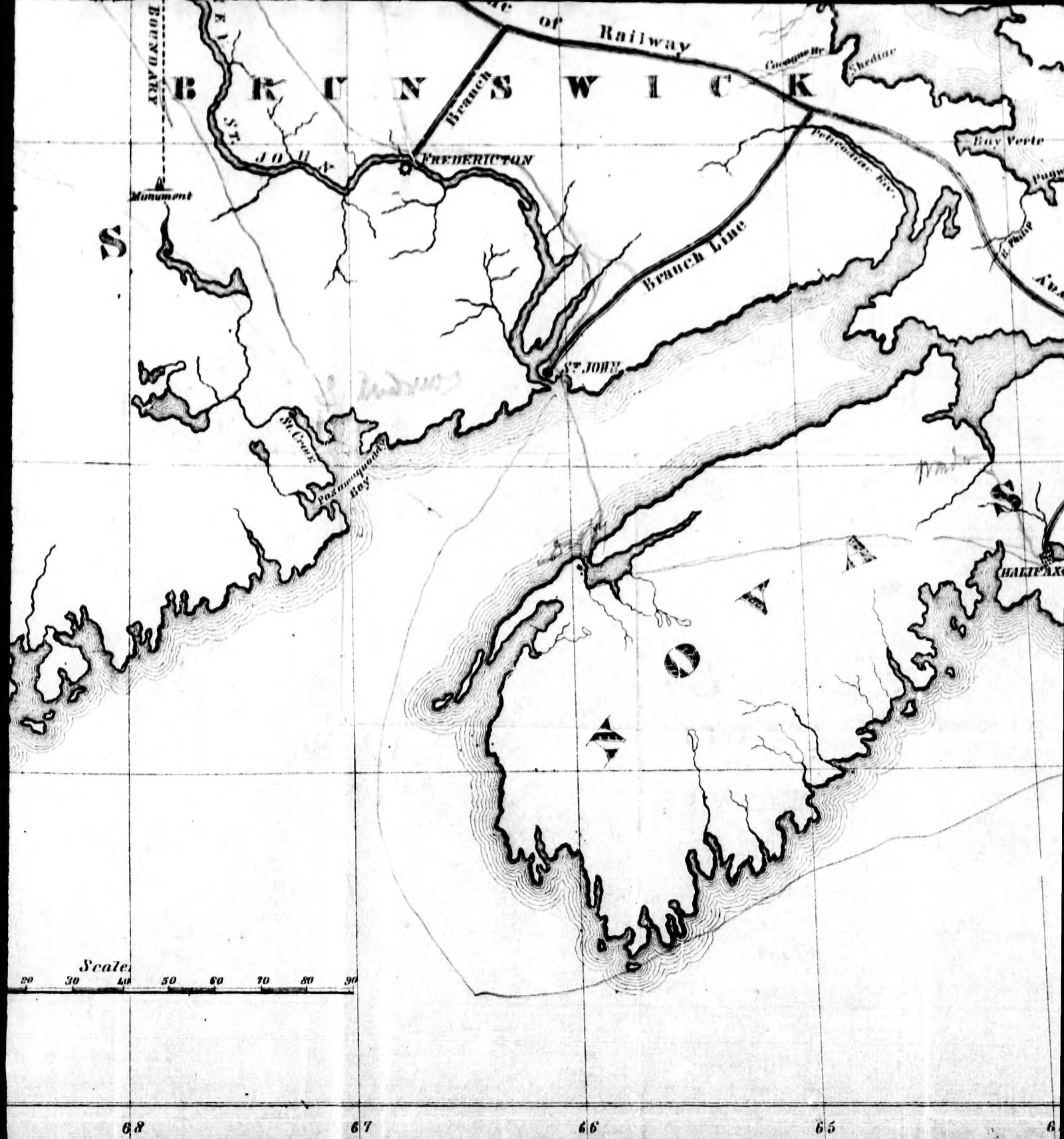
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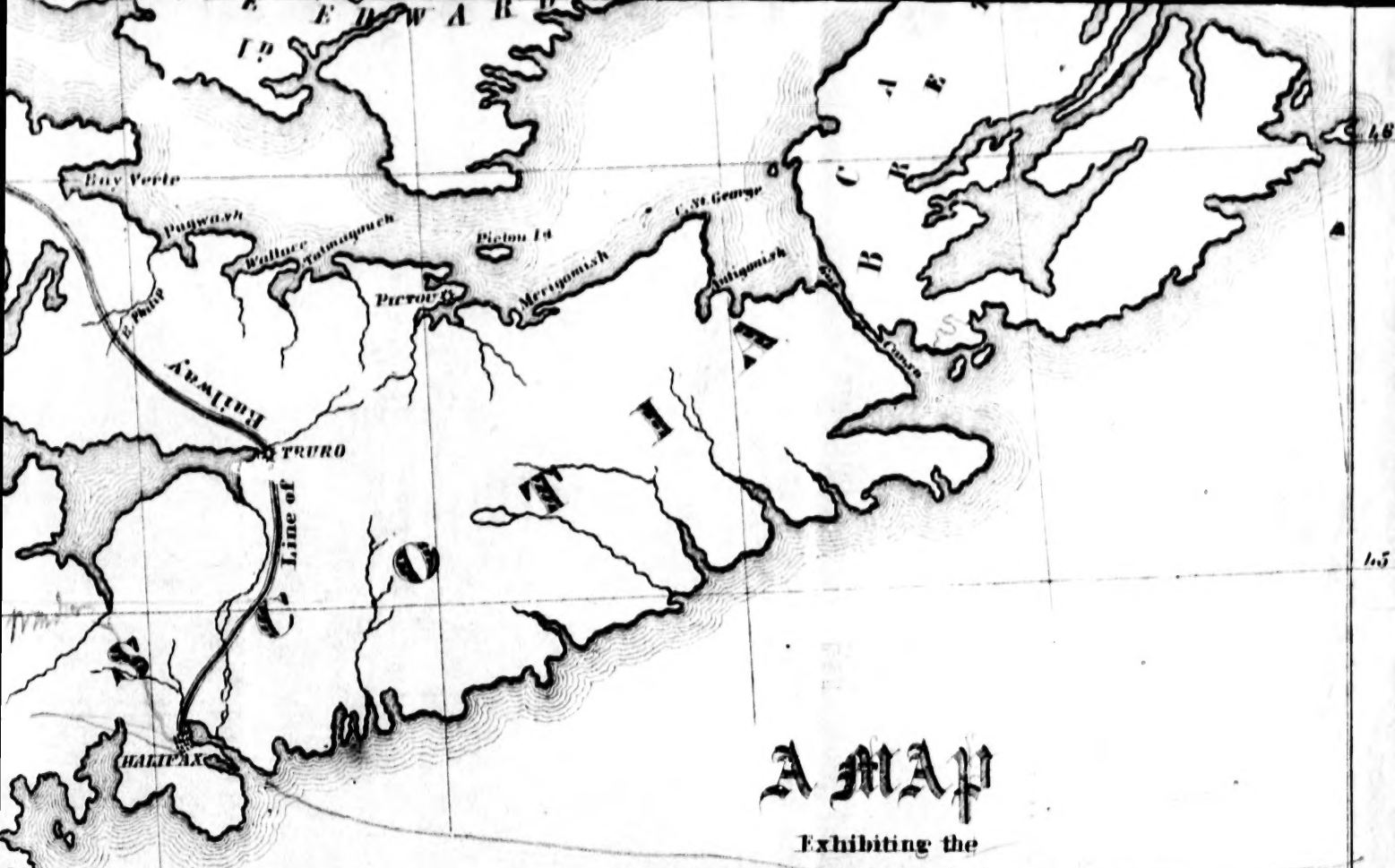
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A MAP
Exhibiting the
PROPOSED LINE OF RAILWAY
FROM HALIFAX TO QUEBEC
and the
CANADIAN PROVINCES.

Sir James Alexander, C.E. Fredericton.
Capt. W. S. Moorsom, C.E. London.
John Valentine, C.E. London. } **Engineers.**

Enlarged from the MAP of the LONDON COMMITTEE
By the Nova Scotia Pro. Committee.

From Nelson's Map of Recent Surveys, adjusted to the latest Astronomical Observations.